

P O R T C H A R L E S T O N

MAY + JUNE 2009

LAYING THE FOUNDATION

A two-part series that goes behind-the-scenes with the Port's engineering department

BON VOYAGE

Celebrity Cruises adds Charleston as a port of call and departure port

PORT EXPANSION

Project will create 720 jobs and have a \$78 million impact



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contents

MAY + JUNE 2009



20

Feature:

Part I: Laying the Foundation

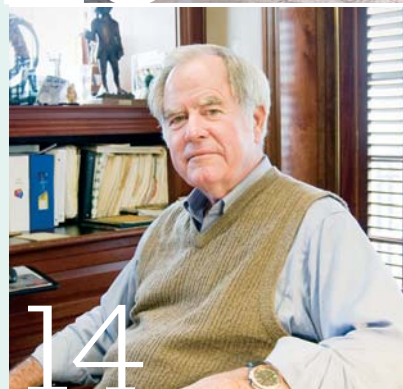
With a hand in nearly every port project, the South Carolina State Port's Authority's engineering department is paving the way for the Port of Charleston's future. A two-part series.

PROFILES:

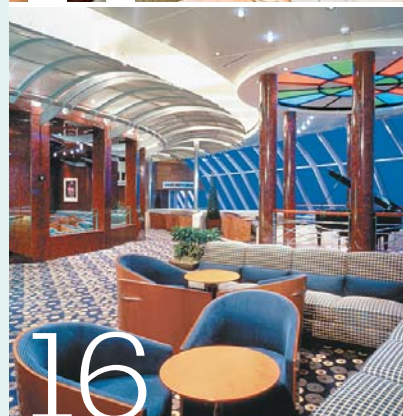
Waterfront Personality

DON BROWN:

Values Brown learned growing up on a farm have been the keys to success for his customs brokerage business.



14



16

Business

CELEBRITY CRUISES:

The Miami-based cruise line has added Charleston to its list of ports of call and departure ports.

DEPARTMENTS:

- 2 facilities portrait
- 4 viewpoint
- 6 news
- 16 profiles
- 28 viewfinder
- 32 pics

Business

ATTRACTING INVESTMENT, JOBS:

Mike Briggs has led the Central South Carolina Alliance to become one of the state's most successful economic development organizations.



18

PORT CHARLESTON
magazine

is also available
online at

scspa.com





NORTH CHARLESTON TERMINAL

THE ON-TERMINAL RAILYARD AT NCT OFFERS SERVICE FROM NORFOLK
SOUTHERN AND CSX.

An Optimist's View

WINSTON CHURCHILL IS CREDITED WITH THE observation that a pessimist sees challenges in every opportunity and an optimist sees opportunity in every challenge. Clearly, in today's economy there are plenty of challenges. Yet in this environment, we have an opportunity to make some bold moves that will serve the South Carolina State Ports Authority, our clients, and all those who work in the statewide trade and transportation industry well.

We are investing in ourselves in order to better serve the needs of our clients. While the Authority is currently

We are
investing in
ourselves in
order to better
serve the needs
of our clients.

conducting an updated strategic planning process that will conclude early this summer, there are specific aspects of our business that require more immediate action.

The first is a newly-invigorated commitment to business development. In light of how quickly our industry is changing and the high stakes of those changes, the Authority created the Senior Vice President and Chief Commercial Officer position to bring additional talent, insight and focus to our efforts. Paul McClintock has joined our

team to serve in this capacity.

Paul is a 26-year veteran of international trade, and most recently served as the head of North American sales for MOL. He brings a wealth of experience and a track record of success to the Authority. These qualities will, no doubt, prove valuable as we strive to fulfill our mission as a port by helping our customers meet their own goals and business needs. Our marketing and sales, business development (which handles cruise, parking and other non-cargo activities), Port of Georgetown and Veterans Terminal divisions will all report to him. Paul will be formally introduced to our *PortCharleston Magazine* readers in our July/August issue. In the near term, we will also be

adding a new General Sales Manager, adding a specialist in breakbulk and bulk cargo sales, and boosting other business development plans and budgets.

The second is a focus on customer service. When growth is down, maintaining existing business is a key survival strategy. We are taking this opportunity to remind ourselves of the importance of each customer interaction. All of our Authority employees, from hourly workers right up to the Interim CEO, are receiving eight hours of customer service training. The Exceeding Expectations program will keep us focused and build on the platform of performance-based excellence we already have. Put simply, when it comes to aligning ourselves with client needs and structuring ourselves to meet and exceed those needs, we are aiming higher.

On the heels of these developments, significant additional actions will take place in the coming months, including the conclusion and implementation of a new strategic plan and the hiring of a new Chief Executive Officer. Together, these steps, and the continued team efforts of everyone in our South Carolina port community, will hold our ports in good stead and ensure continued high levels of service for our clients far into the future.

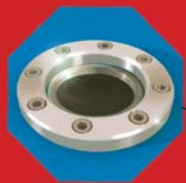
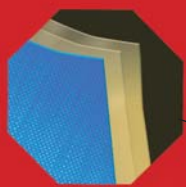


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THE CONTAINMENT WALL AND THE FILL THAT WILL BE PLACED BEHIND IT WILL FORM THE FOUNDATION OF MUCH OF THE CONTAINER YARD.

Port Expansion Progress Continues

Construction Project to Create 720 Jobs, \$78 Million in Local Impact

EXPANSION OF THE PORT OF CHARLESTON'S CONTAINER handling capabilities took a significant step forward in April when a \$55 million contract was awarded to construct a containment wall for the new terminal at the former Charleston Navy Base on the Cooper River. The 5,000-foot-long containment structure will extend approximately 850 feet from the shoreline toward the shipping channel.

"This is the kind of progress we need to see," said Jack Daniel, president, International Forwarding Inc. "Frankly it's overdue. We've been pursuing expansion in Charleston for so long, it's important that there is evidence of progress. That's what this is. Our port community is going to need this new terminal the day it opens, if not sooner, so it's encouraging to see the construction taking shape."

In February, the SCSA released a request for bids for the project. At its April meeting, the South Carolina State Ports Authority Board of Directors awarded the contract to a joint venture between Cape Romain Contractors of Wando, S.C. and Massachusetts-based Jay Cashman Inc. Cashman was the lead contractor on the demolition of the former Cooper River bridges in Charleston that have been replaced by the Arthur Ravenel Jr. Bridge.

The containment wall project will support an estimated 720 jobs and create a \$78.4 million economic impact in the Charleston region during the 15 months it will take to complete, according to a report by the Center for Business Research at the Charleston Metro Chamber of Commerce. Approximately 430 of these jobs will be in the construction sector. Additionally, the project will pump \$27.7 million in personal income into the region.

"We're moving ahead with creating new port capacity while creating tremendous local impact and jobs in the community," said David J. Posek, SCSA chairman.

"The construction of the containment wall is critical to keep the opening of the terminal on schedule for 2014, coinciding with the opening of the expanded Panama Canal," Posek said.

Beginning this summer, crews will dredge approximately 880,000 cubic yards of material, install the steel pipe and sheet pile wall and construct a rock berm of approximately 290,000 cubic yards of rock.

The containment structure will be built in preparation for the placement of fill material in the tideland area of the new, 280-acre container terminal. The filled area will eventually become a paved container yard while the wharf itself will extend beyond the containment structure.

The structure and fill will serve the entire planned terminal, however, at build out, the facility will boost the Port of Charleston's capacity by 50% or 1.4 million 20-foot equivalent units.

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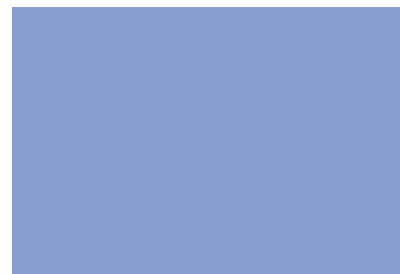
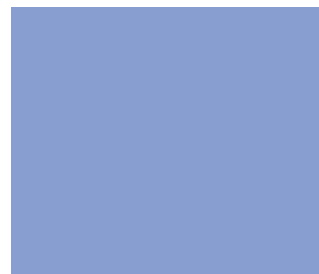
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THE NATIONAL SHIPPING COMPANY OF SAUDI ARABIA'S SAUDI TABUK MADE HER MAIDEN VOYAGE CALL AT THE COLUMBUS STREET TERMINAL IN MARCH.

Port of Charleston Gains New Combo Breakbulk/Container Service

A new liner service has begun operating between Charleston and several ports in the Middle East and India, representing new business and the addition of a new carrier in the Port of Charleston's rotation.

National Shipping Co. of Saudi Arabia (NSCSA) made the inaugural call of its North America service at Charleston's Columbus Street Terminal the week of March 30. The deployment is a liner service handling a combination of traditional breakbulk, roll-on/roll-off and containerized cargo. The frequency is every 21 days.

The North America service connects Charleston to the ports of Jeddah, Jubail and Dammam in Saudi Arabia; Jebel Ali, United Arab Emirates; Mumbai, India; Port Qasim, Pakistan; and Livorno, Italy. Carolina Shipping will serve as the local agent for NSCSA.

Ray Jozwiak, NSCSA market analyst, said the carrier is looking forward to adding Charleston.

"There are some large breakbulk cargo shippers in the Port of Charleston's marketplace that make it the logical port of call," Jozwiak said. "On the inbound side, Charleston is a strong gateway for India goods, particularly textile imports. This service will initially be driven by breakbulk outbound and containers inbound, and we will work quickly to add more freight."

Charleston Tug Boats Switch to Cleaner Fuel

Continuing the Charleston maritime community's "Pledge for Growth" environmental commitment, a local tug boat opera-

tor is switching half of its fleet to cleaner-burning fuels. The fuel switch was made possible through grant funding awarded by the S.C. Department of Health and Environmental Control and the U.S. Environmental Protection Agency.

In May, DHEC awarded grants to nine organizations across the state in the public and private sector through the federal Diesel Emissions Reduction Act program.

Moran Charleston will upgrade one of its tug boats to ultra-low sulfur diesel, or ULSD, three years ahead of federal mandate and another tug to a biodiesel blend. The funding covers the additional cost of buying the cleaner fuel, which is 10 to 22 cents more per gallon. Moran will receive 75% of the cost difference in DERA grant funding.

Moran's project involves switching its largest Charleston-based tug, the 6,140-horsepower Elizabeth Turecamo, to ULSD. This change will provide an estimated 10% reduction in particulate matter emissions. The company will also switch the Cape May, a 3,000-horsepower twin screw tug, to a B20 biodiesel/ULSD blend, reducing particulate matter by 9%, carbon monoxide emissions by 10% and hydrocarbon emissions by 21%.

Moran joins others in the maritime industry using cleaner fuels to reduce port-related air emissions. The Charleston Branch Pilots Association, S.C. State Ports Authority, S.C. Public Railways and tenants have switched to ULSD in all pilot boats, on-terminal lifting equipment and locomotives, respectively.

To learn more, visit www.pledgeforgrowth.com.



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THE GRAND OPENING OF THE NEW OFFICE BUILDING IN MOUNT PLEASANT FOR MEDITERRANEAN SHIPPING CO. (USA) INC. PICTURED STANDING (L-R): MSC'S CLAUDIO BOZZO AND SERGIO FEDELINI, AND SCSPA'S JOHN HASSELL.

MSC Holds Official Grand Opening

Mediterranean Shipping Co. (USA) Inc. recently held the grand opening for its new \$8 million South Atlantic corporate headquarters in Mount Pleasant. More than 200 people turned out for the open house, which included tours of the three-story, 45,000-square-foot facility's offices, departments, conference rooms and marine operations area.

After tours, guests gathered for a ribbon-cutting ceremony, which included remarks from Claudio Bozzo, Mediterranean Shipping Co. (USA) Inc. president; Sergio Fedelini, Mediterranean Shipping Co. (USA) Inc. vice president; Harry Hallman, former mayor of the town of Mount Pleasant; John Hassell III, SCSPA interim president and CEO; Steve Dykes, Charleston County Council's head of economic development; and David Logsdon, COO of the S.C. Department of Commerce.

During the ceremony, the town of Mount Pleasant surprised Fedelini with a check — part of an incentive program for companies that expand operations or move to the area. The company will receive additional incentives from the SCDOC

once it hires more employees. MSC promised that it would provide 125-150 new jobs to the area over the next few years; however, Fedelini expects that number to be higher. Currently, 225 employees work at the Mount Pleasant facility.

Fedelini acknowledged that he will move forward with staff expansion, despite the volatile economy.

"We are not going to hire tomorrow, but in a month or two we should be hiring people," he said. "How many we hire still depends on this economy, but we are doing okay considering the circumstances. In fact, our volumes are actually going up."

Fedelini added that expansion took place in Charleston, rather than in another U.S. location, simply because his staff has been so productive.

"Our employees demonstrate a very good work ethic and are excellent performers, so the company didn't have a choice — we had to move again," he said. "This expansion confirms the fact that we made a good choice many years ago to locate in Mount Pleasant."

After the ceremony, guests enjoyed lunch from Waterfront Caterers, a company run by Wando Trucking's Liz Brabham, and Italian gelato from Paolo's.

FUJIFILM Consolidates Warehouse and Distribution Center in Greenwood

FUJIFILM Manufacturing USA Inc. recently announced the consolidation of FUJIFILM Graphics Systems' national warehousing and distribution center from Suwanee, Ga. to Greenwood, S.C.

The Greenwood distribution center is one of the largest FUJIFILM distribution centers in the world at approximately 500,000 square feet, and it boasts more than 18,000 pallet locations. The center will manage a variety of shipping modalities including trucks, couriers, padded vans, air and rail.

Once the consolidation is complete, the South Carolina distribution center will service approximately 20 FUJIFILM regional distribution centers in addition to its current domestic and international activities.

The consolidation, which includes the distribution of PS printing plates, chemistry products and processing equipment, will reduce warehousing and transportation costs within the FUJIFILM distribution network.

The warehouse and distribution consolidation project will sustain more than 30 jobs for

the Greenwood complex.

"FUJIFILM is a leader in manufacturing imaging and photography products for consumers and businesses," said S.C. Secretary of Commerce Joe Taylor.

"The company also has been a valued member of the state's business community for more than 20 years. FUJIFILM's decision to expand its operations in Greenwood County is a positive reflection of the state's work force and evidence that our business-friendly environment is working to encourage growth among existing industry.



WHEN THE CONSOLIDATION IS COMPLETE, FUJIFILM'S 500,000-SQUARE-FOOT WAREHOUSE AND DISTRIBUTION CENTER IN GREENWOOD WILL SERVICE ROUGHLY 20 OTHER REGIONAL DISTRIBUTION CENTERS.

American Synthetics Chooses Charleston for Headquarters

American Synthetics, a newly formed venture offering fully recyclable packaging for the pet food industry, has selected the Charleston region for its headquarters and first manufacturing operation. The company initially will hire 50 people and expects to invest \$25 million and add another 200 employees within five years.

Located in Goose Creek's Crowfield Corporate Center, American Synthetics plans to

begin production in the second quarter of 2009.

"We're entering an extremely high growth market for the United States," said Rom Reddy, managing partner for American Synthetics. "With the high costs associated with pet food bag breakage and pest infestation, large retailers are demanding a more durable alternative to paper packaging. Our poly-woven material provides 100 percent protection, is fully recyclable, and is cost competitive with paper packaging."

In selecting a location, American Synthetics also considered northern Georgia. The



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Charleston area offered several advantages, Reddy said, including quick port access, a highly respected work force training program and an available facility that aligned perfectly with the company's needs.

The company plans to produce 40 million to 45 million bags during its first year of operation. Reddy added that the company's clean manufacturing process will not produce ground or air emissions.

Truck Partnership to Reduce Emissions and Fuel Costs

A new collaborative program at the Port of Charleston will reduce truck emissions and improve air quality, while saving companies big bucks on their fuel bill.

Under the public-private project, trucks serving the Port of Charleston will be retrofitted with emissions-reducing and fuel-saving technologies.

Funded in part by an Environmental Protection Agency (EPA) grant received by the SCSPA, truck owners that serve the Port of Charleston may apply for a rebate to help cover part of the cost for technologies such as auxiliary power units, or smaller generators that reduce truck idling.

"This project is a win-win for the environment and for trucks operating out of the Port of Charleston," said G&P Trucking's Stan Nutt, who serves as president of the Charleston Motor Carriers Association (CMCA). The CMCA is one of the SCSPA's partners on the project. Others include: the South Carolina Trucking Association, the Charleston Metro Chamber of Commerce, the S.C. Department of Health and Environmental Control and the American Lung Association.

"Through this collaborative grant program, it's much more affordable and accessible for truckers to upgrade their equipment," said John F. Hassell III, SCSPA interim president and CEO. "These technologies not only improve fuel use and cut costs of running the trucks, but they also reduce air emissions, providing a broader environmental benefit to the entire community."

Truck owners may apply for rebates in two areas: idle-reduction projects and retrofit projects. Idle-reduction projects incorporate auxiliary power units (APUs) and other similar devices, such as battery air conditioning systems, thermal storage systems and fuel-operated heaters. According to EPA estimations, an average truck with an APU or similar device uses

8% less fuel each year. Truck owners will be eligible to recoup half of the cost to upgrade this equipment.

Owners also may choose to retrofit their trucks with EPA Smart Way approved technologies, such as single-wide tires and aerodynamic kits. Single-wide tires generate an estimated 4% fuel savings and aerodynamic kits provide a 5% reduction. These projects are eligible for a 75% cost rebate to the truck owner.

The new truck project is one component of a broader \$1.7 million grant the SCSPA received from the EPA to reduce port-related air emissions as part of the port's "Pledge for Growth" environmental initiative.

The other portion of the EPA program involves replacing Tier 0 engines with certified Tier 3 engines on 21 rubber tire gantry cranes that handle shipping containers at the SCSPA's three container terminals. Among other emissions reductions, the new engines will reduce nitrogen oxide by more than 40 tons per year, or 57%, and particulate matter by 1.27 tons per year, or nearly 40%. The repowers also will improve fuel efficiency by 16%, or reduce fuel use by about 33,250 gallons per year. The repower project is expected to be completed by November 2010.

Trane Announces \$10 Million Expansion

Trane recently unveiled plans to invest \$10 million to improve manufacturing capabilities at its Richland County plant. The facility, which manufactures coils for a wide variety of Trane commercial air conditioning products, employs 395 people.

"We are pleased to expand our operations in Richland County and look forward to continued success," said Bill Weatherford, general manager of Trane's Columbia plant.

"South Carolina has provided us with a positive business climate and strong work force. This expansion will allow us to add new production lines and manufacturing capabilities as part of Trane's introduction of its next generation of new, more environmentally friendly products. We appreciate all the support we've received from state and local officials," Weatherford said.

In addition to its Columbia facility, Trane operates three sales offices, three Trane parts centers and four service centers serving the needs of education, health care, government, manufacturing, lodging and retail, and other businesses throughout the region. For more information, visit www.Trane.com.



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Don Brown:

On Family, Farming and Forwarding

BY BETSY HARTER

EVERYTHING DON BROWN KNOWS ABOUT BUSINESS, HE learned on the farm: Work hard, treat people right and don't get too big for your britches.

The chairman and CEO of Rogers & Brown spent his childhood on the family farm in Trio, a small town of 300 people in Williamsburg County. His family's farm produced tobacco, cotton and corn. When he graduated from Williamsburg High School in 1957, taking over the family business was not an option.

"My dad told me, 'You can't make a living on the farm, so get off and don't come back.' So I listened," he said.

Brown enrolled at Palmer Business College in Charleston, living with his sister and brother-in-law while he completed the two-year program. He began pounding the cobblestone in search of a job upon graduation, finally hitting pay dirt when he walked into a customs brokerage/forwarding firm and met Al Manucy. Manucy, owner of Charleston Overseas Forwarders, hired him for \$40 per week.

"After I met Al, I became deeply involved in international shipping and trade because I really enjoyed the business and challenges," he said. "Every day was different, and I would run into something new all the time. That kind of work environment is what keeps a job interesting and keeps me intrigued."

After several years under Manucy's wing, Brown joined the firm of Fredrick Richards Inc., where he met Andy Rogers. The two honed their skills for a couple of years then decided to go out on their own.

"I wanted my own business simply because I don't like people dictating to me what I can and cannot do," Brown said. "I have been that way since I was born."

Neither Brown nor Rogers had a penny to their name, so they recruited a harbor pilot friend, Skipper Igoe, to provide their seed money. In 1968, out of a one-room office on East Bay Street, the three launched their brand new customs brokerage business, Rogers & Brown.

"The first year that we were in business, we were confronted with a waterfront strike that went on for three months," Brown said. "We lived through that ... I didn't think we could survive, but we did."

As the business grew during the first few years, Brown soon bought out the other two partners, Igoe and Rogers. Today, he has offices in Charleston, Columbia and Greenville, S.C.; Charlotte and Wilmington, N.C.; Atlanta and Savannah, Ga.; Houston, Texas; and Norfolk, Va.

Brown has also ventured into other aspects of the logistics industry. The warehousing division, Brown Distribution Centers, operates a 400,000-square-foot commercial facility in Ladson, S.C. Rogers & Brown North American Logistics, a North American transportation business, covers the United States, Canada and Mexico with multiple modes of transport.

Today, Brown serves as the company's chairman and CEO. His four children each own 10% of the company and sit on the board. He is grooming his son, Don Brown Jr., (known as Bo) to succeed him in the family business. The two men have a close relationship that has flourished as they have worked and traveled together over the years.

The travel bug hit Brown when Bo was a senior in college and he wanted to see the nation's parks. The two drove out west for a lengthy camping trip that strengthened their already close father-son relationship.

"That trip is as good a thing as I have ever done in my life," Brown said. "I began researching mobile homes and campers, but I thought they were much too expensive. But ... I bought one anyway," he chuckled.

His vehicle of choice: a 45-foot bus that has been converted into a mobile coach. It's equipped with seven televisions, a complete kitchen with a full-size refrigerator, a washer and dryer, two bunk beds, a queen-size bed and a sleeper-sofa. Brown continues to travel, including recent road trips to San Diego and Key West.

Although he spends more time on the open road these days, Brown, who turns 70 in July, is nowhere near ready to retire.

"Working for my family's well being means more to me than anything else," he said. "To be honest, I would like to survive long enough to make sure my son gets the business going the way it should be before I see my maker."

Keeping the business going will be hard work, as Brown has built quite a legacy. Much has changed since he started the business 40 years ago. In 1968, there were only two other broker/forwarders in town. Today, the company has more than 300 competitors, many of which are large international firms.

Brown attributes his company's longevity to simple old-fashioned values, including great people. Some team members have been with Brown for 35 years. "It is our people who have moved us from where we started, at below zero, to where we are now."

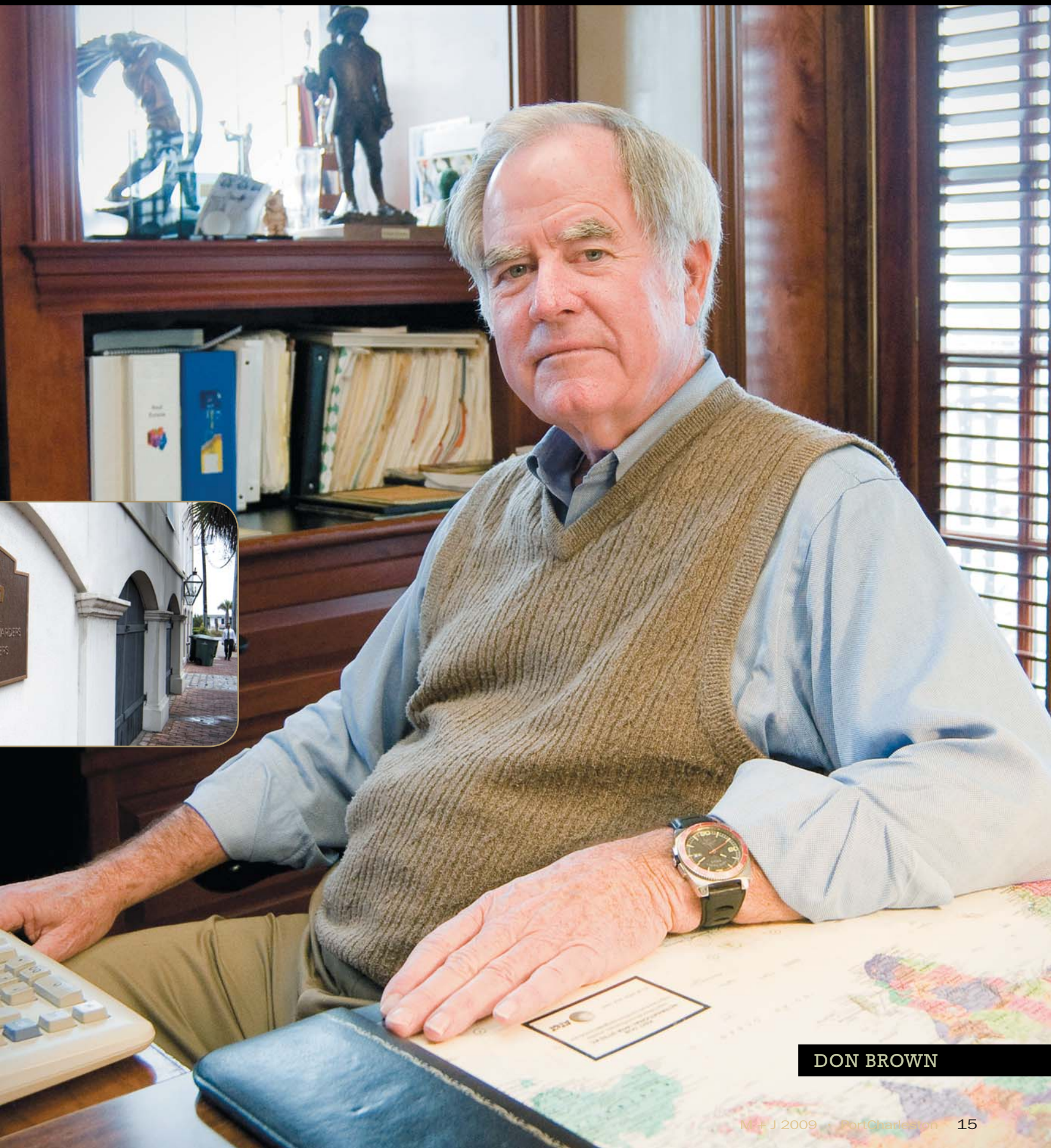
Excellent service has also been a factor. Brown encourages his employees to forego e-mail, voicemail or texting for face-to-face, or telephone meetings.

Brown's concept has always been to keep his business at a manageable size.

"I have never wanted to be a multibillion-dollar company, because I don't want to lose touch with my customers," Brown said. "I don't want customers to have to go through 20 people to get a decision made. As they say on the farm, 'Pigs get fat; hogs get slaughtered.'"

**My dad told me,
'You can't make
a living on
the farm, so get
off and don't
come back.'
So I listened.**





DON BROWN



CELEBRITY MERCURY

OCCUPANCY: 1,908 | TONNAGE: 77,000

DRAUGHT: 256 FEET | CRUISE SPEED: 22 KNOTS

INAUGURAL DATE: NOV. 2, 1997

Celebrity Cruises into Charleston

BY BETSY HARTER

CHARLESTON HAS LONG BEEN A FAVORITE VACATION SPOT. Consistently ranked as one of the top tourism destinations by readers of *Conde Nast Traveler* magazine, as well as “Best Overall City” by *Southern Living* magazine readers, it’s no surprise that Charleston’s popularity as a cruise destination is also on the rise.

The Holy City’s appeal has caught the attention of Miami-based Celebrity Cruises, compelling the cruise line to make Charleston both a port of call and a departure port for its upcoming winter season.

“Our travel agent partners and guests have repeatedly said they want more options to sail with Celebrity from the Eastern Seaboard, where our brand was founded and where we still have a very large and loyal base of cruisers,” said Celebrity’s President and CEO Dan Hanrahan. “So, we’re pleased to present some very attractive new cruise vacations from Charleston.”

Celebrity previously visited the area in 2002 and 2003 when the Port of Charleston served as both an embarkation/debarkation point and a port of call for the Celebrity Galaxy, and again in 2005 and 2006 when the Celebrity Constellation made several visits to the port.

“We think the Celebrity brand fits hand-in-glove

with the Port of Charleston,” said John F. Hassell, SCSPA interim president and CEO. “We are looking forward with great anticipation to welcoming Celebrity Mercury to Charleston this fall.”

From November 2009 to January 2010, Celebrity Mercury will visit Charleston during a series of nine-night cruises that depart from Baltimore, Md. Other stops include Key West, Fla.; the private island of Cococay; and Nassau, Bahamas. Then, from February through April 2010, Celebrity Mercury will make Charleston its home port

for a series of 10- and 11-night Eastern and Western Caribbean voyages. The Eastern series features visits to the islands of Puerto Rico, St. Thomas, St. Maarten, St. Kitts and Tortola, while the Western lineup includes stops in Key West; Costa Maya, Mexico; Belize City, Belize; Cozumel, Mexico and Nassau.

Christopher Allen, director of deployment and itinerary planning for Celebrity Cruises and its sister brand Royal Caribbean International, said that these new cruises from Charleston target a “drive market”—

people within driving distance of Charleston who are likely to select cruising as their vacation of choice.

“Charleston provides a great opportunity for Celebrity Cruises,” Allen said. “We feel it is a market that is just waiting for additional travel options such as cruises, especially being that it is well-suited geographically, with additional major markets to its north and south along the seaboard.”

Another characteristic that appeals to Celebrity is the cruise port terminal’s proximity to the city’s bustling historic district, which is within easy walking distance.

“Few cruise ship terminals are as ideally located as Charleston’s,” noted

Peter Lehman, SCSPA director of planning and business development. “Here, passengers disembark directly into the heart of Charleston’s beautiful historic district and its fabulous restaurants, galleries and boutiques. There is no better proximity to a historic district in the entire country.”

For those who want to venture beyond the historic downtown area, Celebrity offers a lineup of shore excursions that are unique to Charleston. While some excursions — tours of Boone Hall Plantation and Fort Sumter — center on the city’s rich history, other tours include the Ghosts of Charleston walking tour, a visit to Magnolia Gardens and a tour of Charleston Harbor.

“What really sets Charleston apart is the strong hospitality — the attitude and mannerisms — among the folks in Charleston who will interface with our guests,” Allen said.

Suzanne Wallace of the Charleston Area Convention & Visitors Bureau added that this spirit of genuine Southern hospitality entices many visitors to return year after year, and to recommend Charleston as a “must see” destination to their friends and family.

“Local residents are eager to introduce visitors to the charms of this historic seaport city and the surrounding area,” she said.

Built in 1997, the 866-foot Celebrity Mercury underwent a significant series of upgrades in 2007. The vessel has nearly 1,000 staterooms, most of which have an ocean view. Passengers have all the comforts of home in their air-conditioned staterooms of every category, including a telephone, shower, hairdryer, television, mini-bar and safe. The 14 suites and 24 sky suites offer an additional sitting area, veranda, VCR and a marble-tiled bathroom with a whirlpool-jetted tub. Ten royal suites are available, which include the upgraded bathroom with a separate shower, a larger veranda, plus a living room with an entertainment center and VCR, a dining area, a walk-in closet and a dressing room.

Each Celebrity suite comes standard with butler service, featuring assistance with unpacking and packing, daily news delivery, a full breakfast, in-suite lunch and dinner service, in-suite afternoon tea service, nightly hors d’oeuvres and complimentary espresso and cappuccino.

“What really sets Charleston apart is the strong hospitality—the attitude and mannerisms—among the folks in Charleston who will interface with our guests.”



KEY FAST FACTS

713 | LENGTH: 866 FEET | BEAM: 105 FEET
D: 21.5 KNOTS

Central South Carolina Alliance

Attracting Investment, Creating Jobs

BY BETSY HARTER

SOUTH CAROLINA IS FORTUNATE TO HAVE MANY organizations that actively recruit new business to the state. From local chambers of commerce to regional economic development alliances to the South Carolina Department of Commerce, these agencies are working diligently to ensure that South Carolina keeps its well-deserved place in the international spotlight.

One of the state's most successful economic development engines is the Central South Carolina Alliance (CSCA), based in Columbia. Originally created in the early 1990s as a department of the Greater Columbia Chamber of Commerce, the group consisted of four staff members who worked to market Columbia and four of its surrounding counties to companies around the world. In 1994, the department incorporated as a nonprofit 501(c)(3) organization and soon became the CSCA.

Today, 13 staff members at the CSCA represent the city of Columbia and 12 counties in their economic development efforts: Calhoun, Clarendon, Fairfield, Kershaw, Lee, Lexington, McCormick, Newberry, Orangeburg, Richland, Saluda and Sumter.

As the oldest and most comprehensive regional alliance in the state, the CSCA provides a wide array of services to its public sector partners, including: economic impact analysis, project administration, project performance analysis, site identification, product development, labor analysis, community profiles, incentive facilitation, domestic and international marketing missions and RFP response.

The CSCA recruits companies specializing in manufacturing, R&D, back-office operations and renewable energies, as well as knowledge-based companies. The group also seeks companies that want to set up high-value distribution and fulfillment centers and corporate headquarters.

"We welcome companies that want to invest capital in our region; to buy goods and services locally, hire locally, create product to be sold to other communities, and bring wealth back here," said Mike Briggs, who has served the CSCA as president and CEO since 1997.

The CSCA's efforts have paid off thus far. In collaboration with the S.C. Department of Commerce and other public and private sector partners, the CSCA has attracted more than \$7.5 billion in new capital investment and created more than 47,000 new jobs in a region with a population just more than 1 million.

Earlier this year, Calhoun County and the CSCA scored a major coup when Starbucks Coffee Co., the world's premier roaster and retailer of specialty coffee, opened its \$70 million roasting facility just off of Interstate 26 in Calhoun County. The 120,000-square-foot facility already employs 100 people, most of whom are local hires. Eventually, the plant will employ between 140 and 160 people.

Although the recent Starbucks announcement drew international attention to central South Carolina, the company is certainly not the first to discover the region's virtues. Internationally recognized companies such as Bose Corp., Caterpillar, Haier, Husqvarna, Intel, Komatsu Ltd., Michelin, Target and Westinghouse Electric all call central South Carolina home.

"We firmly believe that central South Carolina will remain attractive to global investment," said Briggs. He added that central South Carolina has dozens of unique attributes that set it apart from the rest of the country and even the world. However, companies continually cite a few of the most appealing aspects of the area, including:

- **Convenient transportation network:** Central South Carolina benefits from an efficient transportation network that includes access to 305 miles of interstate highways, as well as railways, airports and one of the Southeast's busiest container ports. The 12-county area is the only region in the Carolinas with four interstates (I-26, I-20, I-77 and I-95).

"As a result of these interstate highways, we can move goods and people very efficiently and expeditiously," Briggs said. "In many other metro areas, there is one way in and one way out, which can wreak havoc during rush hour. Travelers can usually move 30 miles in 30 minutes around the region."

Briggs points out that there is only one stoplight between the central South Carolina region and the Port of Charleston, which links to nearly every international market via dozens of shipping lines.

- **Educated and productive work force:** The University of South Carolina, the state's flagship university, offers more than 350 undergraduate and graduate courses. Four technical colleges serve the region, offering programs in career education, four-year college transfer options and continuing education. In addition, there are 16 institutions of higher learning throughout the region.

Briggs noted that the region's work force exceeds 500,000 people and offers a higher productivity rate than the U.S. average.

- **Pro-business government:** South Carolina is a right-to-work state, which has contributed to high productivity levels. Moreover, the state's business and tax incentives make it an appealing location from a cost-savings perspective.

- **An attitude of cooperation and partnership:** "Everyone involved in economic development — the public and private sectors, educators, elected officials and allies — have been willing to work together in order to achieve a collective good for the entire region of central South Carolina," Briggs said.

For more information about central South Carolina, visit www.centralsc.org.

This remains an absolute strength of our region, and it is a major element of our strong business climate.



STARBUCKS COFFEE

G. MICHAEL BRIGGS



1981

IN LESS THAN THREE DECADES, THE WANDO WELCH TERMINAL HAS GONE FROM ACRES OF DIRT TO CHARLESTON'S BUSIEST CONTAINER TERMINAL. A LOT OF THE CREDIT GOES TO THE ENGINEERS AND THEIR WELL-THOUGHT-OUT PLAN FOR THIS TRACT OF LAND.



2009



Port Charleston Engineers: Laying the Foundation

With a hand in nearly every port project, the SCSPA's engineering department is paving the way for the Port of Charleston's future. A two-part series.

BY BETSY HARTER

SMALL DEPARTMENT, BIG BUDGET, ENORMOUS RESPONSIBILITY — that's the South Carolina State Ports Authority's engineering department. Led by Joe Bryant, vice president of terminal development, the engineering division provides engineering expertise and oversight to all SCSPA projects and activities.

"In a normal year — and it's been quite awhile since we have had a normal year — we do \$30 million worth of capital work in-house," Bryant said. "That includes major pavement upgrades, dock repairs, some equipment procurement and all the capital work that it takes to keep SCSPA facilities up to snuff and going."

Some tasks are quick repair jobs, others are lengthy programs with multiple projects built in. Whatever a project's size and scope, the engineering department ensures that the Ports Authority can offer its customers the best, most efficient facilities and equipment.

The Engineering Process

Whether building a brand new terminal or repaving a few acres, there is a lot more that goes into engineering projects than most people realize.

"It often takes years to go from a project's conception to finished construction," said Randy Bowers, SCSPA chief port engineer.

Before the SCSPA breaks ground on any project, the engineering department leads a lengthy planning and approval process, beginning at the budgeting stage.

The engineering department meets annually with the operations and maintenance departments to determine the types of facilities and equipment necessary for operations to handle the anticipated volumes of cargo. Bowers and the other engineers try to get a handle on each job's projected cost, time frame and scope.

After meeting with operations, Bowers gathers the engineering team to study the details of each project.

"Based on criteria, our department may evaluate a project, then

realize the pavement needs to be thicker than we first thought to support loads, or we will need more electricity to supply a reefer load, or the price is going to be more than we expected," Bowers said.

Once engineering and operations are on the same page, the capital budget is formed, which the finance department and the SCSPA board of directors must approve.

"We have a long-range capital plan with a list of projects that goes out 10-15 years," Bryant said. "We also develop a plan specifically for the year."

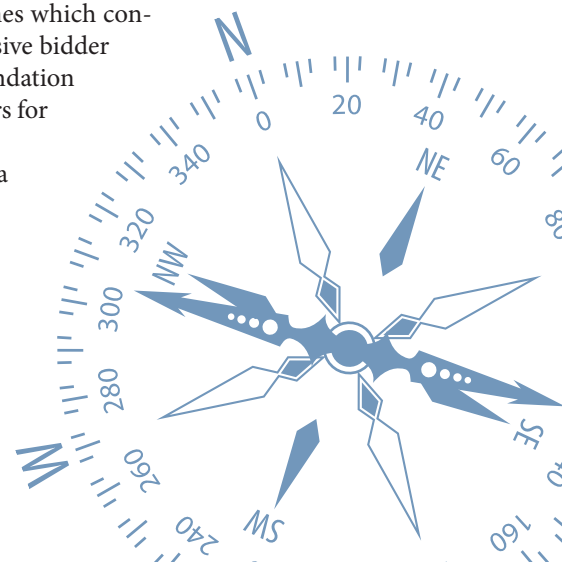
After the board of directors approves the budget, engineering and operations meet again to schedule the year's projects.

"We work around operations' schedule to minimize our impact on our core business," Bryant said.

Depending on the size of the project, the SCSPA's team of licensed professional engineers will then either design the project in-house, or outsource the design. The design work includes preparing engineering plans and specifications.

Using these plans and specs, the engineers advertise the project for bid. The team receives, opens and reviews bids, then determines which contractor is the lowest responsive bidder for the job. Their recommendation goes to the board of directors for approval.

Once the board approves a project, an assigned project manager secures necessary paperwork, bonds and insurance from the contractor. Once everything is in place, he gives the contractor a notice to proceed.





IN THE SPRING OF 2007, CHARLESTON RECEIVED FOUR NEW SUPER-POST PANAMAX CRANES. CAREFUL ENGINEERING IS NEEDED TO ENSURE THAT THE TERMINALS ARE STRONG ENOUGH TO HOLD THESE MASSIVE CRANES.

“The project manager oversees the project daily while it is going on and coordinates with operations to make sure other activities are not interrupted,” Bryant said.

Terminal Expansion

While some smaller-scale engineering projects take mere months to complete, terminal expansion projects require a much longer timeframe. For instance, SCSPA staff engineer Bob Mitchell recently supervised a 25-acre expansion and reorganization at the Wando Welch Terminal. The project created additional capacity for containers, as well as increased capacity and equipment for handling refrigerated cargo. The \$28 million job took more than 15 months to complete.

The SCSPA awarded the Wando expansion job to O. L. Thompson Construction Co. Inc., a 60-year-old earthmoving company based in Charleston. J. David Hand, president of the company, and Dan Thompson, senior project manager, worked with Mitchell and SCSPA engineering project manager Tim Sherman on the project.

The first step was to haul surcharge material that had been stockpiled in the area during previous phases of expansion. O. L. Thompson’s in-house trucking company hauled 700,000 cubic yards

of dirt, working at night and on weekends so that the job would not disturb regular port operations and traffic patterns. The company hauled off 7,000-8,000 cubic yards per night, and as much as 18,000 cubic yards (more than 1,100 truckloads) each day on the weekends. One crew led a cleaning process in order to keep the roads from getting dirty, while another crew controlled traffic.

Once the hauling was complete, O. L. Thompson installed a significant storm drainage system, electrical substations (performed by our electrical subcontractor, Metro Electric) and conduits for new reefer receptacles before beginning the paving process. It took 65,000 cubic yards of concrete to make the pavement the required 17 inches thick.

“We set up a large Central Mix concrete plant on the site to simplify the logistics of the project,” Thompson explained.

Work began in April on the next step at Wando — demolishing existing structures that were part of the former reefer yard and then restriping the pavement to provide greater storage capacity for stacking containers.

Our feature continues in the July+August issue in which you can discover all that goes on behind the scenes with the SCSPA’s new terminal development.

Meet the Engineering Department

Due to the sheer magnitude of the new Navy base terminal project, the SCSPA engineering department recently has been forced to outsource a great deal of work. However, a highly-qualified engineering staff completes 70% to 80% of the port's capital projects in-house. The engineering department employs six Licensed Professional Engineers, which is the equivalent to a physician passing the board exam, or an attorney passing the bar. The rigorous process to become a P.E. includes passing an eight-hour exam to become an Engineer In Training (EIT), then working under the direct supervision of a P.E. for four years. Once the board approves the training experience, the candidate must pass another eight-hour test.

Meet the men and women that are laying the groundwork for the Port of Charleston's future success.



Joe Bryant, Vice President of Terminal Development

Whenever a project at any of the SCSPA's terminals is involved, Joe Bryant is working to ensure that it runs as smoothly and seamlessly as possible.

Bryant joined the SCSPA in 1986 as senior director of operations and engineering. When leadership roles changed in 1997, the departments were split, leaving Bryant to focus solely on engineering and the development of new terminals. At first, he was responsible for developing a plan for a new terminal on Daniel Island.

When that project went by the wayside, Bryant's focus shifted to the development of a new 280-acre terminal at the former Charleston Navy Base.

Bryant manages all expansion projects and new terminal development for the SCSPA, while overseeing the entire engineering department. He is responsible for an average annual capital budget of \$30 million that covers routine dredg-

ing and capital projects. The size of the annual capital budget is increased by special projects, such as the new terminal.

Bryant holds a bachelor's degree in mechanical engineering from the Georgia Institute of Technology. A Licensed Professional Engineer in Tennessee, Texas and South Carolina, Bryant first spent five years at the Quaker Oats Co. Chemicals Division, followed by 12 years at Lemm Corp. At Lemm, Bryant served as president and COO of the Memphis-based company that designs, builds and operates bulk chemical storage terminals.

Bryant is a frequent lecturer at the College of Charleston's Intermodal Transportation Professional Training Course and has taught transportation classes for the College of Charleston's College of Business Administration.



Randy Bowers, Chief Port Engineer

It's a mighty big task for a staff of six to handle every engineering project that comes up at the Port of Charleston's five terminals, but with Randy Bowers at the helm, the SCSPA can rest assured that the projects are done right.

Bowers joined the SCSPA in 1987 as chief port engineer, a position he has held for 22 years. A registered professional engineer, Bowers received his bachelor's degree in mechanical engineering from Virginia Tech, and his master's degree in industrial engineering from the University of Tennessee. Upon graduation, he spent a several years at aluminum manufacturer Alcoa, then 12 more years at FMC Industrial Chemicals, a West Virginia-based chemical manufacturing company serving agricultural, industrial and consumer markets.



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Meet the Engineering Department

While Bryant provides overall direction for the engineering department, Bowers handles daily activities and short-term projects. Although the majority of the department's projects are for SCSA operations, some work is requested by other departments, such as IT and maintenance. Bowers also interfaces with SCSA customers if they request specific site work.

Together with the project engineers, Bowers is involved with the projects from conception to approval, which includes assessing the budget, time frame and scope. He also handles up-front work, including the project's justification, design phase, plan review and the facilitation of bids. Once a plan is approved, Bowers relies more fully on the project manager, who oversees the day-to-day work while he remains available for problem resolution.



David Smith, Senior Project Engineer

How do you ensure that a brand-new 280-acre container terminal construction project goes off without a hitch? Put David Smith in charge. Smith, who holds a bachelor's degree in civil engineering from North Carolina State University and is a Licensed Professional Engineer in South Carolina, spent more than two years at the North Carolina State Ports Authority before joining the SCSA 20 years ago. Since his arrival, he has worked on numerous projects in-

volving almost every aspect of terminal operation and construction. Today, he oversees the entire development of the new Navy Base terminal, which includes the master planning, design and construction of the terminal itself, as well as securing general and construction permits.

Smith joined the SCSA in June of 1989. His first major assignment was completing facility repairs following Hurricane Hugo. Since that time, he has made the rounds designing and managing the construction of terminal expansion and facility improvement projects at all terminals. Smith also has worked extensively on the design and implementation of computer and yard management network systems. For the last several years, Smith has focused primarily on terminal planning and permitting, first on Daniel Island and most recently on the completion of the Wando Welch Terminal. During this period, he also worked to develop the Port Security Improvement Plan and managed the design and construction of the first series of security improvements.



Derrick Bellamy, Staff Engineer

When SCSA employees need to know how soil or rock will react in various conditions, Derrick Bellamy is their go-to guy. Bellamy arrived at the SCSA in October 2006 after five years at a local geotechnical engineering consulting firm. A certified Professional Engineer, Bellamy received his bachelor's and master's in civil engineering from the University of Tennessee at Knoxville, where he concentrated in geotechnical engineering.

Prior to Bellamy's arrival, the SCSA had no geotechnical engineer on staff. Bellamy's expertise in understanding rock and soil behavior has assisted the department in several projects.

Bellamy recently completed a 15-acre paving project at the North Charleston Terminal. Now, the majority of his work is concentrated on designing the new terminal at the former Navy Base, for which he is the assistant project manager of design. The project's design services have been contracted out to Moffatt & Nichol, a California-based engineering consulting firm specializing in port and maritime projects. However, Bellamy interfaces with the firm on behalf of the Port of Charleston to ensure the design meets the port's needs. He provides the SCSA with insight and understanding about the project from an engineering perspective, and then he makes recommendations to the designers when needed.



Ben Morgan, Staff Engineer

Ben Morgan has been at the Port of Charleston for just two years, yet his vast project management experience makes him the perfect person to manage construction at the new Navy Base terminal.

After receiving his bachelor's in civil engineering from The Citadel, Morgan spent 11 years in the U.S. Air Force. During that time, he completed a variety of engineering assignments, each one providing a higher level of leadership and project management. There, he managed everything from minor repair work to \$50 million construction jobs.

He also managed projects at Air Force Space Command, where he secured funding for projects at nine major installations and some smaller bases. Prior to joining the SCSPA, Morgan was tasked with determining the funding and equipment necessary to launch new Air Force missions. He also holds a master's in engineering management from the Air Force Institute of Technology.

Morgan has managed several SCSPA construction projects, including a canopy, a storm water drainage system and a wharf repair. Today, he is the assistant project manager of construction for the Navy Base terminal, where he will oversee every stage of construction. To date, Morgan has supervised contractors hired to demolish buildings, construct a fence, install a retention pond and prepare the site for a new access road to the Cooper River Marina. Next he will oversee the construction of a 5,000-foot containment structure that extends 850 feet into the Cooper River.



Bob Mitchell, Staff Engineer

While the other SCSPA engineers are focused on the port's largest project to date, the new Navy Base terminal, Bob Mitchell is supervising, well, nearly everything else.

Mitchell, who joined the SCSPA in 2005, received his bachelor's in civil engineering from Carnegie Mellon University. Upon graduation, he worked for an engineering company in Pittsburgh, Pa. After earning his Professional Engineer license, Mitchell moved to Charleston in 2001 and secured a position at a

Charleston-based engineering consulting firm. For the next four years, he performed engineering site work and permitting for the company's residential and commercial projects.

Lately, much of Mitchell's work has been focused on the Wando Welch Terminal. He recently managed the development of 25 acres at Wando, part of a larger reorganization plan that yields additional capacity for containers and increases capacity and equipment for handling refrigerated cargo. The next step will be demolishing structures in the old reefer yard and restriping the pavement to provide greater capacity for stacking containers. He also supervised upgrading electrical facilities at the Wando and North Charleston terminals in preparation for the new post-Panamax dockside container cranes that arrived in 2007. Additionally, Mitchell has managed resurfacing projects, including a recent project that involved raising a 5-acre area at Union Pier up by 18 inches to improve drainage.



Tim Sherman, Engineering Project Manager

Although Tim Sherman's official title is engineering project manager, he is known at the SCSPA as the port's construction expert. Sherman earned his bachelor's in civil engineering technology from Trident Technical College. Before joining the SCSPA 20 years ago, he spent time as a project manager at two local contractors.

Just two years into his tenure at the port, Sherman was tasked with an enormous project when he be-



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Meet the Engineering Department

came the construction supervisor over the Wando Welch Terminal expansion. The project lasted from 1991-1995, giving Sherman the experience he needed to be promoted to engineering project manager.

One of Sherman's primary responsibilities is berth maintenance, which includes overseeing dredging at all of the SCSA's terminals. Sherman files applications, acquires dredging permits, performs sediment testing, and works with the U.S. Army Corps of Engineers to ensure the terminals maintain their proper depth of -45 feet at mean low water (-35 feet at Union Pier Terminal). He recently installed a sediment suspension system at Columbus Street Terminal, which prevents sediment from settling at Berths 1 and 2.

Sherman has a variety of other projects on his plate, including a security infrastructure improvement project at Wando that involves installing cameras and fencing. He recently completed a wharf enhancement at the North Charleston Terminal. He is also in the midst of installing pin sockets, which will help secure container cranes during high winds, at all port terminals.



Pam Jones, Lead Design Technician III

A design technician, software guru and librarian of sorts, Pam Jones has a hand in nearly every port project. Jones, who came to the SCSA 11 years ago with 12 years of drafting, surveying and civil engineering under her belt, does it all. She prepares drawings, maps, blueprints and renderings of buildings, docks, paved areas, drainage systems, roads and utilities for the engineering department. She also gathers engi-

neering field data and assembles information for use in construction support, surveys, drawings, terminal maps, permits, reports and decision-making.

A great deal of Jones' time is spent maintaining and archiving all engineering information. As changes are made, she updates drawings and terminal maps accordingly. As keeper of the engineering archives, Jones works with nearly every other SCSA department as a source of information for their projects. For the marketing and sales department, she prepares lease area information and contract exhibits to present to customers. For the operations department, she works with terminal managers on yard layouts and striping options so they can rearrange areas to suit tenants' needs. She works on profitability models for the finance department's use in analysis and spreadsheets. For Port Police, Jones provides terminal security maps. And for the risk management department, she provides maps and diagrams for accident reports and claims. Jones also works with outside contractors, such as surveyors, for whom she provides coordinates and benchmarks to use in the field. As the supervisor of CAD and design technicians, Jones reviews all work before it leaves the engineering department.

Carol Ford, Staff Assistant

Organizing and maintaining the many documents associated with projects is one of the various tasks handled by Carol Ford. Ford helps run things behind the scenes and has a variety of responsibilities from arranging for invoice payments to finding detailed information about a particular project. Ford previously worked for the SCSA in the finance and business development departments.

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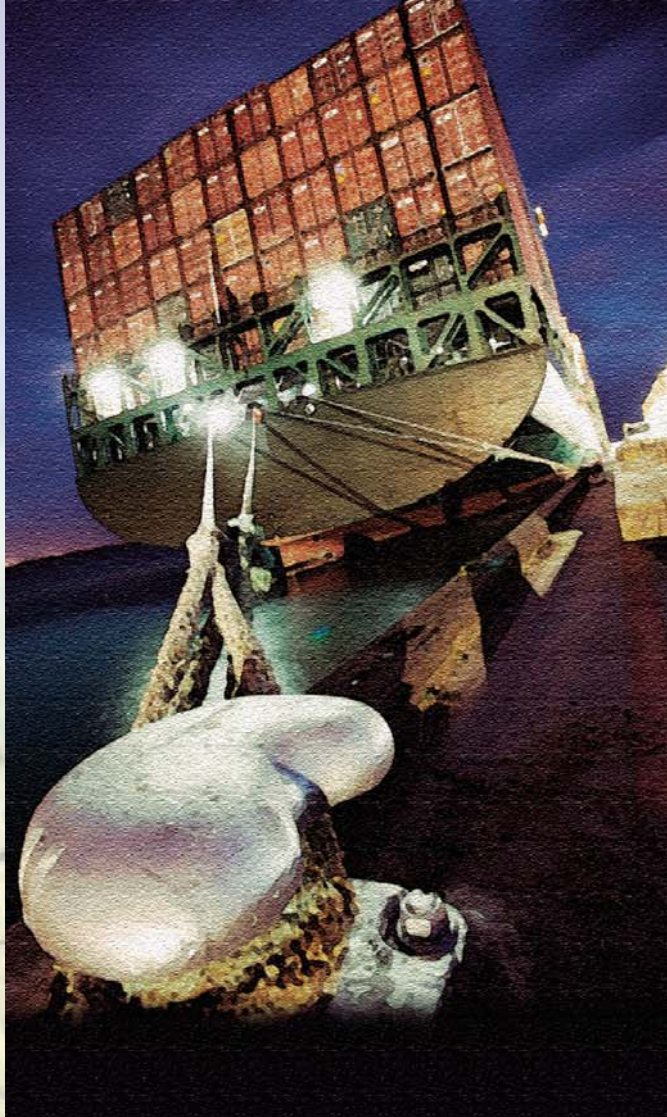
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VIEWFINDER





LOCATION: Morris Island, located at the entrance of the Charleston Harbor.

IMAGE DATA: 1/200th - second @ f/8, Nikon D200, 35mm lens and manipulated/Adobe Photoshop CS4. **PHOTOGRAPHER:** Marvin Preston.

Direct Services by Terminal by Deployment Grouping

This listing indicated direct service calls in/out of Charleston. Many of these carriers also offer transshipment options that will move your cargo anywhere in the world. Please contact to your ocean carrier about transshipment options.

Term	Service Name	Service & Participating Carriers	Trade Route	Foreign Port Rotation	# VsIs	Avg TEU Size	Freq
CS	Andino European Service mpc	BBC	Transatlantic / WCSA	Hamburg / Antwerp / Bilbao / Guayaquil / Puerto Bolivar / Callao / Antofagasta / Valparaiso	9	3,832	Weekly
CS	AWE-2	COSCO / "K" Line / Yang Ming / Hanjin	Asia / C Am	Shanghai / Yantian / Hong Kong / Lazaro Cardenas / Cristobal	4	2,699	Weekly
CS	TAS-1	COSCO / "K" Line / Yang Ming / Hanjin / Zim	Transatlantic	Antwerp / Bremerhaven / Rotterdam / Le Havre	5	1,346	10 days
CS	North America Service	NSCSA	Transatlantic / MidE / ISC	Halifax / Port Said / Jeddah / Muscat / Dubai / Jebel Ali / Dammam / Karachi / Mumbai / Jeddah / Leghorn	-	-	Monthly
CS	-	Star Shipping / Atlanticargo	Transatlantic	Bremen / Rotterdam	7	4,235	Weekly
NC	India-America Express	CMA CGM / APL / Hapag-Lloyd / ANL / MacAndrews / MOL / NYK / OOCL	Transatlantic / MidE / ISC	Port Said / Jeddah / Karachi / Mumbai / Mundra / Damietta	5	2,827	Weekly
NC	Victory Bridge/EAG	CMA CGM / CSCL / Evergreen / ANL	Transatlantic	Le Havre / Antwerp / Rotterdam / Bremerhaven / Veracruz MX / Altamira MX	12	4,226	Weekly
NC	NUE	Evergreen Line / New World Alliance	Transatlantic / Carib / C Am / Asia	Busan / Shanghai / Ningbo / Qingdao / Cristobal / Antwerp / Bremerhaven / Rotterdam / Le Havre / Rotterdam / Le Harve / Cristobal / Tokyo	6	2,930	Weekly
NC	Gulf Mexico Express-GMX	Grand Alliance	Transatlantic	Thamesport / Antwerp / Bremerhaven / Le Havre / Veracruz MX / Altamira MX	5	3,207	Weekly
NC	Gulf Atlantic Express-GAX	Grand Alliance / ACL	Transatlantic	Antwerp / Thamesport / Bremerhaven	4	4,662	Weekly
NC	Atlantic Express-ATX	Grand Alliance / Zim / ACL	Transatlantic	Rotterdam / Hamburg / Le Havre / Southampton	4	-	Weekly
UP	North Atlantic Shuttle Ro-Ro service	"K" Line	Transatlantic	Bremerhaven / Southampton	-	-	Twice / Mth
UP	4 Continents Express Ro/Ro Service	Mitsui O.S.K.	ECSA/South Africa / Europe	Puerto Cabello / Santos / Zarate / East London / Durban / Port Elizabeth / Vigo / Zeebrugge / Bremerhaven	-	-	Twice / Mth
UP	PCTC North Atlantic	Wallenius Wilhelmsen	Transatlantic	Halifax / Bremerhaven / Gothenburg / Zeebrugge / Southampton	-	-	7 days
UP	US Gulf & East Coast/Middle East	Wallenius Wilhelmsen / ARC	Transatlantic / MidE / ISC	Kuwait / Dubai / Jebel Ali / Fujairah / Jeddah / Alexandria	-	-	Twice / Mth
UP	PCTC Mid Atlantic	Wallenius Wilhelmsen / ARC	Transatlantic	Bremerhaven / Antwerp / Zeebrugge / Southampton	7	5,001	8 days
WW	Pacific Caribbean - PACAR	CSAV	Asia / Carib / C Am	Ningbo / Shanghai / Qingdao / Xingang/Tianjin / Busan / Manzanillo / Cartagena / Rio Haina / Lazaro Cardenas	6	2,536	Weekly
WW	Americas Service	CSAV / CCNI / Hamburg Sud	Carib/C Am / NCSA / WCSA	Cartagena / Manzanillo / Guayaquil / Callao / San Antonio / San Vicente / Callao / Guayaquil / Cartagena	5	2,501	7 days
WW	USATLAN	CSAV / Libra / Ham Sud / Alianca / 'K' Line / YM / Hanjin	NCSA / ECSA	Port of Spain / Santos / Sao Francisco do Sul / Santos / Rio de Janeiro / Salvador	7	3,582	Weekly
WW	East Coast Americas	Ham Sud / AI / CSAV / Libra	NCSA / ECSA	Puerto Cabello / Suape / Santos / Buenos Aires / Rio Grande / Navegantes / Santos / Suape	2	1,192	Weekly
WW	TA3/TP7	Maersk Line / Safmarine / New World Alliance / CMA CGM	IN Asia / Carib / C Am / OUT Transatlantic	Bremerhaven / Felixstowe / Rotterdam / Le Havre / Balboa / Shanghai / Yantian / Hong Kong / Busan / Balboa	12	4,694	Weekly
WW	TA2/Atlantic South	Maersk Line / New World Alliance	Transatlantic	Rotterdam / Felixstowe / Bremerhaven	5	4,336	Weekly
WW	MECL1/SZX1	Maersk Line / Safmarine	Transatlantic / MidE / ISC	Port Said / Salalah / Dubai / Jebel Ali / Karachi / Mumbai / Salalah	7	4,303	Weekly
WW	South Atlantic / Mexico & Gulf	MSC	Carib/C Am / Transatlantic	Antwerp / Felixstowe / Bremerhaven / Le Havre / Freeport / Veracruz MX / Altamira MX / Freeport	6	4,337	8 days
WW	West Med/North Atlantic	MSC / COSCO / Yang Ming	Mediterranean	Naples / La Spezia / Valencia / Sines	7	4,975	7 days
WW	USEC - WCSA	MSC	WCSA	Freeport / Buenaventura / Guayaquil / Arica / San Vicente / Valparaiso / Callao / Buenaventura / Cartagena	6	2,932	Weekly
WW	American Express-AMEX	MSC / Safmarine / Maersk Line	Africa / Carib / C Am	Freeport / Cape Town / Port Elizabeth / Durban / Cape Town	8	2,449	Weekly
WW	Atlantic Pacific Express-APX	New World Alliance / Evergreen / Maersk Line	Asia / Carib / C Am / Transatlantic	Chiwan / Hong Kong / Kaohsiung / Busan / Kobe / Tokyo / Balboa / Manzanillo / Rotterdam / Bremerhaven / Felixstowe / Manzanillo / Tokyo / Kobe	3	2,028	Weekly
WW	Suez Express-SZX	New World Alliance / CMA CGM	Asia via Suez / MidE / ISC	Port Kelang / Singapore / Colombo / Dubai / Jebel Ali	12	4,616	Weekly
WW	Suez Express-SZX	New World Alliance / CMA CGM	Asia via Suez / MidE / ISC	Dubai, Jebel Ali / Port Kelang / Singapore	8	4,656	Weekly

Carrier service rotation and vessel information obtained from Compair Data Inc.April 3, 2009.



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Top:
Emcee (and Marketing Manager) Marion Bull and hostess (and Charlotte Regional Sales Manager) Sheila Cox presented Alexandra Reh of UTI with a prize for winning "Are You Smarter than Your Sales Rep?" at the Port of Charleston's recent Charlotte Area Customer Appreciation Reception. Game shows are a new addition to the yearly event and enhanced the reception's relaxed and enjoyable atmosphere. In 2008, more than 30% of Charlotte's container volumes went through the Port of Charleston, according to PIERs statistics.



Bottom:
The U.S. Navy's newest guided-missile destroyer, the USS Truxtun (DDG-103), sailed under the Ravenel Bridge recently on her way to be commissioned at the Naval Weapons Station in Goose Creek. Before the commissioning, the ship was docked at Charleston's Passenger Terminal for a few days where the public was invited to step aboard and take a tour.